

MOTORCYCLE SAFETY

I. PROGRAM OVERVIEW

Effective January 1, 1992, everyone riding a motorcycle in California is required to wear a helmet that meets established federal safety standards. Although there have been several attempts to have the law amended or repealed, attempts have not succeeded, due in part to data provided by the Statewide Integrated Traffic Records System (SWITRS) reflecting information before and after implementation of the helmet law.

In 2005, 4.67 percent of California's 202,448 fatal and injury collisions involved a motorcycle, representing a 2.23 percentage point decrease over 1991 pre helmet law data which reflected 6.9 percent of all fatal and injury collisions involved a motorcycle. In addition, the percentage of fatalities and injuries of motorcyclists during 2005 was 3.28 percent, a 1.62 percentage point decrease over 1991 in which 4.9 percent of all fatalities and injuries were motorcyclists. Although tragic, compliance with the helmet law can also be measured by SWITRS data which indicates in 2005, 87.4 percent of motorcyclists killed in California were not wearing helmets while in 1991, the percentage was 80.7.

However, the 2005 provisional SWITRS data reflects a 95.6 percent decrease in the fatal and injury (F&I) rate per 100,000 licensed motorcycle drivers from 1991. The 1991 rate was 2,077/100,000 while the 2005 rate is 92/100,000. During the same period, the number of licensed motorcyclists increased from 838,676 to 1,055,370, a 79.5 percent increase.

II. ACTION PLANS

OTS is currently a member of the California Motorcyclists Safety Program Advisory Committee chaired by CHP. The committee acts in an advisory capacity for the California Motorcyclists Safety Program which is a statewide motorcycle training program. The program is funded by student training fees and \$2 from each motorcycle registration fee in the state.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

TASK 2 - MOTORCYCLE PROGRAM ANALYSIS

This task provides for comprehensive evaluation of motorcycle programs in order to improve and develop effective countermeasures to reach the increasing population of motorcyclists.

2010

MC0701 - UNIVERSITY OF CALIFORNIA, BERKELEY

TRAINING AND RIDER EXPERIENCE AMONG MATURE MOTORCYCLISTS IN CALIFORNIA

Motorcycle crash injuries and deaths are increasing in California, especially among riders over 35 years of age. Many of these older riders may have little recent motorcycling experience. Phase 1 of this grant, will review existing motorcycle rider training programs and scientific literature, analyze SWITRS and FARS data on motorcycle crashes, and produce a report with the findings of the literature review and data exploration. In Phase II, the grant will conduct a telephone survey of 1000 California motorcyclists to gain their knowledge of motorcycle safety issues. Based on the information, a summary of available strategies to decrease motorcycle crashes in light of the changing characteristics of the population of motorcyclists will be prepared and disseminated to motorcycle training programs, the Department of Motor Vehicles and other stakeholders. (\$95,973)

TASK 3 - MOTORCYCLE ENFORCEMENT AND EDUCATION

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MC0601 - CALIFORNIA HIGHWAY PATROL

BE ON THE LOOKOUT (BOL) FOR MOTORCYCLISTS PROJECT

This grant focuses on preventing, and reducing reportable motorcycle and vehicle collisions through enhanced enforcement operations. The grant includes a public awareness campaign appropriately targeting both motorcycle and automobile drivers statewide. In light of the increased motorcycle to vehicle fatal and injury collisions, this grant also supports a more aggressive approach to educating the motoring public in California on road sharing rules of the road. Additionally, this grant will provide individual CHP commands the latitude to concentrate patrol and enforcement on roadways with an unusually high incidence of motorcycle to vehicle fatal and injury collisions, which often involve DUI alcohol and/or drugs, speeding, and improper turning. (\$571,504)